

CLASSIFICATION

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY

East Germany

DATE DISTR.

4 May 1955

SUBJECT

Statistics on the East German Railroads

NO. OF PAGES

3

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. The following information was excerpted from [redacted] the [redacted] of Transport:

- a. Numbers of operated freight trains and major train delays between 3 and 10 February 1955:

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Railroad District	3	4	5	6	7	8	9	10
Number of operated freight trains.								
Berlin	871	888	885	867	875	877	881	884
Greifswald	421	428	425	395	416	425	420	415
Schwerin	421	429	420	395	429	402	383	382
Magdeburg	1,155	1,192	1,175	1,124	1,144	1,172	1,182	1,178
Halle	1,560	1,564	1,582	1,526	1,563	1,523	1,555	1,543
Erfurt	971	930	959	920	927	931	942	933
Dresden	2,108	2,105	2,122	2,006	2,097	2,114	2,113	2,098
Cottbus	1,117	1,141	1,121	1,115	1,041	1,135	1,139	1,146
Total	8,624	8,677	8,689	8,348	8,492	8,579	8,615	8,579

Number of trains operated for the Soviets

Berlin	2	1	2	3	7	6	5	5
Greifswald	-	-	-	-	1	-	4	1
Schwerin	1	-	2	2	2	-	2	2
Magdeburg	5	8	7	24	13	15	13	-
Halle	-	-	-	-	-	-	-	-
Erfurt	-	-	-	-	-	-	6	-
Dresden	1	-	2	3	-	2	-	1
Cottbus	-	1	1	3	2	-	2	8
Total	9	10	14	35	25	23	32	17

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STATE	X	NAVY	#	X	NSRB														
ARMY	#	AIR	#	X	FBI														

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Number of major train delays.

Berlin	-	2	1	2	-	5	2	4
Greifswald	2	1	-	4	-	-	3	1
Schwerin	5	1	4	1	1	3	-	2
Magdeburg	6	5	5	-	3	1	5	7
Halle	8	6	6	5	3	8	13	10
Erfurt	8	9	5	5	5	6	11	4
Dresden	4	2	5	5	4	2	4	9
Cottbus	5	4	-	1	3	6	6	3
Total	38	30	26	23	19	31	44	40

1

b. Consumption of lubricants by the GDR railroads in 1954:

Mineral oil	4,133,276 kg
Superheated steam oil	705,328 kg
Saturated steam oil	220,802 kg
Compressor oil	104,701 kg
Total	5,164,107 kg ²

c. Coal consumption by the GDR railroads:
In December 1954:

Hard coal	225,173 tons
Brown coal briquettes	351,875 tons
Raw brown coal	124,141 tons
Coal slurry	10,420 tons
Brown coal dust	14,002 tons

A total of 763,716 tons of briquette units. ³In 1954:

Hard coal	2,352,448 tons
Brown coal briquettes	4,005,806 tons
Raw brown coal	701,802 tons
Coal slurry	10,420 tons
Brown coal dust	135,193 tons

Total 7,195,669 tons or 7,945,813 tons of briquette units. ⁴

2. The unstable coal situation of the GDR railroads in 1954 and early 1955 was mainly caused by insufficient and delayed imports from Poland and difficulties in allotting and shipping brown coal as substitute. In addition, sizeable shipments of Polish coal came from the [redacted] mine which is known to produce [redacted] contains a high percentage of sand [redacted] content too low. This coal, occasionally [redacted] tives per day because of lack of steam [redacted] In the fall of 1954, Poland promised increased coal deliveries since contracts with South-Africa on coal deliveries had been fulfilled. Coal deliveries to the GDR still did not increase, however, At the same time the Council of Ministers realized that the railroads consumed too much coal and ordered a storage limit of 4 days' requirements. ⁵

3. In late January 1955, the unloading installations at Neubukow were 90 percent [redacted] These installations include loading ramps for large-scale [redacted] spur tracks, classification tracks, switches and signal installations. ⁶

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SECRET - [REDACTED]

25X1

4. The following information [REDACTED] 25X1
- a. Average daily loadings:
- December 1954: 33,335 cars, including 11,155 cars with coal and coke.
October to
December 1954: 33,120 cars, including 10,928 cars with coal and coke.
- b. Average round-trip time period of freight cars: 25X1
- December 1954: 2.98 days
October to
December 1954: 2.96 days 7
5. In late January and early February 13 locomotives were set aside as a reserve for the Ministry of Transport. Five more locomotives were to be added to this reserve in the near future. All these locomotives had as yet travelled less than 8,000 km and were not former column locomotives. 8

1. [REDACTED] Comment. The numbers of operated freight trains and major train delays were normal. The numbers of trains operated for the Soviets fluctuate in connection with movements to and from maneuvers. 25X1

2. [REDACTED] 25X1

3. [REDACTED] Comment. [REDACTED] coal consumption increased by about 60,000 tons (briquette units) (BU) due to seasonal conditions. [REDACTED] 25X1

4. [REDACTED] Comment. [REDACTED] The 1954 coal consumption quota of 7,375,754 tons (BU) was exceeded by 570,000 tons (BU). The daily coal consumption quota was 21,769 tons (BU), including 32.5 percent hard coal, 55.7 percent brown coal briquettes, 1.9 percent brown coal dust, 9.8 percent raw brown coal, and 0.1 percent coal slurry. 25X1

5. [REDACTED] Comment. The critical coal situation of the GDR railroads were [REDACTED] 25X1

6. [REDACTED] Comment. The Wustrow AAA firing range is served by the Neubukow railroad station. [REDACTED] 25X1

7. [REDACTED] Comment. In November 1954, a daily average of 34,416 cars was loaded; the round-trip time period of freight cars was 2.92 days. [REDACTED] Between July and September 1954, a daily average of 30,852 cars were loaded and the round trip period for freight cars was 3 days. [REDACTED] 25X1

8. [REDACTED] Comment. These locomotives are possibly so-called government locomotives which are reserved for special trains for high-ranking officials. [REDACTED] 25X1
- [REDACTED] special installations were to be established for this reserve at the Berlin-Ostbahnhof railroad maintenance shop. [REDACTED] 25X1

25X1

25X1

SECRET - [REDACTED]

25X1

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SECRET -

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25X1

Number of major train delays.

Berlin	-	2	1	2	-	5	2	4
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Schwerin	5	1	4	1	1	3	-	2
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